

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
44, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
80, QUEEN'S ROAD CENTRAL.

JAPAN GOALS.

KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chongqing, Hankow, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakanabe, Kure, Nagasaki, Kuchino, Yushima, Yonekura, and other ports.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinaka, Manada, Mannara, Onnara, Onaji, Sasahara, Tachibana, Yoshinaka, Yonekura, and other ports.
N. INUZUKA, Manager, Hong Kong.
Hong Kong, April 28, 1903.

MR. W. C. JACK,
Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.
HAS the Honour to inform the public that he has this day commenced business as a CONSULTING ENGINEER and SURVEYOR in Hong Kong.
Hong Kong, 1st March, 1903.
E. C. WILKS & CO.,
AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.
Collisions and Damages Surveyed for Insurance Companies.
SHIP'S DESIGNS AND SPECIFICATIONS PREPARED.
Telegraphic Address: MARINEWORK, HONGKONG.
Codes used A. 1. and A.B.C. 4th and 5th Editions.
Hong Kong, March 24, 1903.

A healthy child is naturally full of life.
His mother will tell you **Rainier Beer** is pure and perfect. Its perfect brewing when used in moderation all tend to build up the system. Better try it yourself. **SEATTLE BREWING & MALTING CO., SEATTLE, WASH. PHONE RAINIER 30**

Per Case 12 dozen Pints \$16.50
(Special terms to large buyers) (or 4 dozen Quarts, \$16.50)

A. S. WATSON & Co., Ltd.,
Sole Agents for Hong Kong, China and Manila.

LEA & PERRINS'
Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned **Original Worcestershire Sauce**, they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.
The Original and Genuine Worcestershire.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY. 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

JOHN OAKLEY & SONS
PREVENT FRICTION IN CLEANING AND INJURY TO THE KNIVES.
BLACK LEAD MILLS LONDON.
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY. 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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Intimations.

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.
SHAREHOLDERS are hereby notified that in accordance with the special Resolutions passed on 24th October, and confirmed on 18th November, 1903, they are entitled on Application to an Allotment of one Share for every two old Shares held by them. Forms of Application will be sent to every Shareholder. The Sum of \$2.50 per Share will be payable on application, on or before the 4th of January, 1904. Two Months' Notice of any Calls will be given. Shareholders desirous of paying on or before the 4th January, 1904, the whole Amount payable in respect of their Shares, can do so, and in such event will receive fully paid up scrip in Exchange. The New Issue will rank for Dividend pro rata from 1st January, 1904, according to the amount paid on such Shares on 4th January, 1904. The REGISTER of SHARES will be closed from 17th December, 1903, to 4th January, 1904, both days inclusive. JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, December 1, 1903.

MINERAL ASSAYS & ANALYSES.
THE YANOTSE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions. Quantitative Analyses, and to classify minerals for Mine owners and others. Mines as well as Minerals of Economic value purchased and consultations arranged by appointment. Terms moderate.
Address: THE LABORATORY, 43, Sechoen Road, Cable Address: "YANOTSE," Shanghai.
5th October 1901.

MR. W. C. JACK,
Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.
HAS the Honour to inform the public that he has this day commenced business as a CONSULTING ENGINEER and SURVEYOR in Hong Kong.
Hong Kong, 1st March, 1903.
E. C. WILKS & CO.,
AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.
Collisions and Damages Surveyed for Insurance Companies.
SHIP'S DESIGNS AND SPECIFICATIONS PREPARED.
Telegraphic Address: MARINEWORK, HONGKONG.
Codes used A. 1. and A.B.C. 4th and 5th Editions.
Hong Kong, March 24, 1903.

MR. W. C. JACK,
Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.
HAS the Honour to inform the public that he has this day commenced business as a CONSULTING ENGINEER and SURVEYOR in Hong Kong.
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Hong Kong, March 24, 1903.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES. RICHIE'S LIGHT AND OTHER COMPASS. ADMIRALTY AND MARINE CHARTS. NAUTICAL BOOKS. English Silver & Electro-Plated Ware. Christofle & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY in great variety.
DIAMOND JEWELLERY. Splendid Collection of the Latest London PATTERNS, very moderate prices. 472
HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
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10.00 p.m

THE ACCIDENT TO LORD KITCHENER.

The King's Sympathy.

The following telegrams to the *Mail*, dated the 10th, give fuller details of the accident to Lord Kitchener—about which special cables were sent from Calcutta.

Simla was greatly excited this morning at the news that Lord Kitchener had sustained an accident last night, breaking his leg. It appears that the Commander-in-Chief rode out alone to 'Wild Flower Hall', his residence at Mahasu, about six miles from Simla. Returning in the evening he was passing through the small tunnel near Sanjoli Bazaar, when his horse became restive and he collided against the side of the tunnel, breaking his leg clean above the ankle, both bones being broken. He lay for some little time in the tunnel, helpless, until some coolies luckily came along with an empty rickshaw in which he was brought back to Simla. Here he was at once attended at 'Snowdon' by Colonel Tate and Major Clark and Greene, the Civil Surgeons, who set his leg. He had a good night and is cheerful and doing well, but his leg arrangements are, naturally, all cancelled, and he is unlikely to be able to leave Simla for a month or so. His horse is a particularly quiet animal which he brought from South Africa and has constantly ridden on the hills. The tunnel is by no means a pleasant one to ride through, and there have often been complaints as to its insufficient lighting.

Later.—Further details of the accident to Lord Kitchener show that the Chief had ridden his horse dozens of times through the tunnel. On this occasion the horse shied at a coolie crouching against the side. Lord Kitchener caught his leg against a beam, twisting and breaking it. The coolie appears to have bolted in fright, as did some others who, on approaching the tunnel, heard that the man hurt within was the great Lord of War. Lord Kitchener was for over half an hour suffering in the tunnel, but a second lot of coolies went out from Sanjoli Bazaar with a rickshaw and brought the Chief in.

Colonel Hamilton and Major Maxwell, of the Chief's Staff, who had gone on to Saharanpur, will return to Simla to-morrow. The rest of the Staff who were to have accompanied Lord Kitchener on tour to-day are here, and all servants, baggage, &c., have been recalled.

Later.—Lord Kitchener passed a fairly good day, but is suffering a lot of pain as the leg was much bruised and the wrench was a severe one. The next few days will be trying ones. He is wonderfully cheerful under the circumstances, and, it is hoped, will be able to travel to Calcutta about Christmas. The bones were broken clean without any complications or fractures, and the doctors are hopeful that the recovery will be a good one.

Poona, November 17.—In consequence of the accident to Lord Kitchener on Saturday last, the visit to Poona and his engagements here have all been cancelled. Colonel Wickham, the Director-General of Transport, and the other principal officers who had arrived to meet him here, will depart. Great disappointment is felt in Poona, as it was confidently believed that Lord Kitchener would have distributed the prizes at the Rifle Meeting, which opens to-morrow.

Calcutta, November 18.—Lord Kitchener's accident has aroused widespread sympathy, and telegrams are pouring in. The Commander-in-Chief has issued the following notice:—'Owing to the great number of telegrams received since the accident, Lord Kitchener finds it impossible to answer all personally. Consequently he wishes to express through the Press his sincere thanks for the many kind messages sent him.'

Among the numerous personages who have telegraphed sympathy are His Majesty the King, Earl Roberts, and Mr. Brodrick.

'Keep your temper, laddie,' said an old Scotsman to a rather fiery tempered son. 'Never quarrel with an angry person, especially a woman.'—Mind ye, a soft answer payeth best. It's commandment—and forbye it cawkes them far madder than anything else you could say.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENTRANCE & SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
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MADAME FLINT & CO.
LA MODE DE PARIS.
MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
Hongkong, September 16, 1903. 1904

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LIJN.
渣打中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

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Company has been OPENED at No. 1,
DUNDALL STREET.
R. BISSCHOP, General Agent.
Hongkong, October 6, 1903. 2035

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10 Years in Siberia: Experiences of a Russian Revolutionist, by L. Deutsch; Illustrated 11.00

FORMOSA UNDER THE DUTCH—Described from Contemporary Records, with Explanatory Notes and Bibliography of the Island, by Rev. W. Campbell, F.R.G.S. \$8.00

CHRISTMAS DISPLAY NOW READY.

NOVELTIES AND USEFUL PRESENTS.

LEATHER AND FANCY GOODS.

SMOKER'S GOODS.

BOUND BOOKS.

ALL THE NEW CHILDREN'S PICTURE BOOKS.

CHRISTMAS CARDS OF EVERY DESCRIPTION.

ENO'S A SIMPLE REMEDY FOR ALL 'FRUIT IMPURITIES OF THE BLOOD.' 'SALT.'

It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.—*European Mail*.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' Without it you have a WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.
Sold by Chemists, &c., everywhere.

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

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THE WAVERLEY HOTEL.

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A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2633

Pelham House,

FAMILY HOTEL,
WYNDHAM STREET
M. MOORE,
Proprietress.

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.

For Terms,
Apply to the MANAGER. 741

EAST PRAYA REGULATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form NOW READY.

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Dentistry.

DENTISTRY.

SUI SANG,
Lately Practising with Dr. I. SARAT,
DENTIST.
Connaught Road, near Blake Pier.
Hongkong, December 3, 1902. 628

S I E N T I N G.

Surgeon Dentist,
No. 14, D'ARCADE STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900 628

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THE LEADING CHINESE, POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

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A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it!

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China Mail Office

5 WYNDHAM STREET HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported at
Albion	despatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Yokohama
Algerine	battleship, 1st class	13,500	16	13,500	Captain T. H. M. Jorran	Whaiwei
Amphitrite	ship	1050	6	1400	Comdr. Charles Windham C.V.O.	Singapore
Blenheim	cruiser, 1st class	11,000	16	13,000	Captain F. G. Stopford	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leske	Hongkong
Britannart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Kobe
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Nagasaki
Cherub	water tank and tug	390	—	900	—	Hongkong
Epiphany	cruiser, 2nd class	5000	11	6000	Captain Robert H. S. Stokes	Shanghai
Epiphany	ship	1070	10	1400	Comdr. Ernest Barton	Whaiwei
torpedo boat destroyer	torpedo boat destroyer	500	8	5700	—	Hongkong
Fama	cruiser, 3rd class	1580	12	2200	Comdr. P. V. Lawes, D.S.O.	Singapore
Feareless	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
*Glory	torpedo boat destroyer	275	8	4000	Lieut.-Com. H. L. Well	Whaiwei
Handy	torpedo boat destroyer	275	8	4000	—	Whaiwei
Hart	torpedo boat destroyer	1840	—	800	Comdr. J. D. Daintree	Hongkong
Humber	torpedo boat destroyer	280	6	3800	Lieut.-Comdr. C. Asser	Singapore
Janus	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Kinsha	cruiser, 1st class	11,100	—	31,500	Hon. N. G. Stopford	Hongkong
Leviathan	river gunboat	180	2	800	Lt.-Comdr. G. G. Webster	Macao
Moorean	ship	880	10	1400	Comdr. O. W. M. Plenderleath	Whaiwei
Matine	battleship, 1st class	12,950	16	13,500	Captain R. F. Foote, C.M.G.	Nagasaki
Ocean	torpedo boat destroyer	350	6	6300	Lt.-Com. G. G. Collingwood	Whaiwei
Phoenix	ship	1015	6	1400	Comdr. W. H. Nicholson	Hongkong
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	ship	880	10	1400	Com. D. St. A. Wake	Hongkong
Rubin	river gunboat	85	2	240	Lt.-Com. John P. Irven	Canton
Rosario	ship	980	6	1400	Comdr. T. Jackson	Hongkong
Sandpiper	cruiser, 2nd class	3600	8	9000	Lieut.-Com. Murray Lockhart	West River
Sinua	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtze
Snipe	torpedo boat destroyer	355	6	6300	—	Hongkong
Sparrow Hawk	torpedo boat destroyer	290	6	6000	Fleet Reserve	Hongkong
Taku	cruiser, 2nd class	11,600	11	9000	Captain Lewis Bayly	Hongkong
Talbot	receiving ship	4650	6	—	Comdr. Robinson	Yangtze
Tamar	river gunboat	180	2	800	Lt.-Comdr. E. V. Dugmore	Yangtze
Tal	cruiser, 2nd class	3400	8	9000	Capt. A. C. Wilkinson	Hongkong
Thetis	coast defence gunboat	363	3	200	Lieut. Forbes	Hankow
Tweed	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Whaiwei
Vengeance	ship	880	10	1400	Comdr. St. John Forquhar	Yangtze
Vestal	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. A. B. Barker	Hongkong
Vinago	surveying ship	620	—	450	Lt.-Comdr. Ernest O. Hardy	Whaiwei
Waterwitch	torpedo boat destroyer	360	6	5900	In Reserve	Hongkong
Whiting	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Hankow
Woodcock	river gunboat	150	2	550	Lieut.-Com. Wilson	Yangtze
Woodlark	river gunboat	150	2	550	—	Yangtze

* Flag of Admiral Sir Cyprian A. G. Bridge, K.O.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. F. von S.	Shanghai
Aconon	French gunboat	1790	—	—	Captain Laffiere	Shanghai
Albatross	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Shanghai
Aspic	French gunboat	475	3	450	Commodore Journe	Shanghai
Albatross	French gunboat	580	—	—	Lieut. Heron	Shanghai
Bergall	French gunboat	3740	29	9000	Capt. Laffere	Shanghai
Chateaufort	French cruiser	8018	18	—	Captain F. Poldos	Shanghai
Cometo	French gunboat	555	—	—	Commodore Leau	Shanghai
Dedide	French gunboat	692	—	—	Commodore Gathell	Shanghai
Kensat	French gunboat	1250	6	2200	Capt. Le Gellou	Shanghai
Laila	French gunboat	370	—	—	Capt. Deane	Shanghai
Montcalm	French cruiser	9700	12	10,600	Captain Arce	Shanghai
Olry	French gunboat	4015	27	8500	Capt. Huret	Shanghai
Paxel	French cruiser	9437	6	6071	Captain Souds	Shanghai
Redoubtable	French cruiser	1796	10	—	Capt. Vincent	Shanghai
Sfax	French gunboat	629	2	900	Captain Thillat	Shanghai
Surprise	French gunboat	—	—	—	Capt. Gailard	Shanghai
Taklong	French gunboat	—	—	—	Lieut. Gailard	Shanghai
Takou	French gunboat	—	—	—	Captain Buisson	Shanghai
Vauban	French gunboat	—	—	—	Lieut. Carol	Shanghai
Vigilant	French gunboat	—	—	—	Comdr. Villeneuve	Shanghai
Viper	French gunboat	400	4	441	—	Shanghai
Bussard	German cruiser	1837	16	2900	Comdr. Huss	Kobe
First Bismarck	German flag-ship	11,000	36	14,000	Captain Friedrich	Shanghai
Geier	German cruiser	1775	15	—	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	3000	34	10,000	Capt. van Semmern	Shanghai
Hertha	German cruiser	6000	37	10,000	Capt. Ingenohl	Shanghai
Ilia	German gunboat	1950	10	1300	Comdr. Commander Platen	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Lucius	German gunboat	850	10	—	Comdr. Krenke	Shanghai
Möve	German gunboat	1620	15	2800	Comdr. Fesper	Shanghai
Seeadler	German gunboat	900	10	1300	Comdr. Hoffmann	Shanghai
Tiger	German gunboat	—	—	—	Comdr. Schradr	Shanghai
Vorwarts	German gunboat	—	—	—	Lieut.-Comdr. von Welse	Shanghai
Tuetsi	German gunboat	—	—	—	Captain Dick	Shanghai
Calabria	Italian cruiser	2442	19	4120	Capt. Castiglia Francesco	Singapore
Piemonte	Italian cruiser	2427	34	12,000	Captain Armons	Shanghai
Vesuvio	Italian cruiser	4500	24	6820	Captain Zezi	Shanghai
Diu	Portuguese gunboat	750	—	—	Captain Diogo de Sa	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barbeza Leal	Macao
Albatross	Russian gunboat	810	6	750	Comdr. Guinter	Vladivostok
Albatross	Russian cruiser	2800	6	4700	Comdr. Gramatchikoff	Port Arthur
Albatross	Russian cruiser	6000	27	—	Capt. Reitzschel	Kobe
Albatross	Russian gunboat	3200	6	—	Comdr. Erjckovitch	Port Arthur
Albatross	Russian cruiser	1600	12	—	—	Port Arthur
Albatross	Russian cruiser	6731	6	—	Comdr. Yonoff	Port Arthur
Albatross	Russian gunboat	500	9	3500	Comdr. Zagarsky	Port Arthur
Albatross	Russian gunboat	1480	6	2000	Captain Jussen	Port Arthur
Albatross	Russian battleship	15,364	44	14,500	Comdr. Shumoff	Nagasaki
Albatross	Russian gunboat	1000	6	1000	Comdr. Novakowsky	Shanghai
Albatross	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Nanking
Albatross	Russian gunboat	1224	7	1400	Commodore Muraviev	Shanghai
Albatross	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Port Arthur
Albatross	Russian cruiser	6731	12	—	Captain Koroleff	Port Arthur
Albatross	Russian battleship	12,674	16	14,500	Captain Jakovlev	Nagasaki
Albatross	Russian battleship	10,980	16	10,600	Captain Gorchakov	Port Arthur
Albatross	Russian battleship	10,980	16	10,600	Captain Gorchakov	Port Arthur
Albatross	Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur
Albatross	Russian battleship	12,902	16	16,000	Comdr. Liven	Kwongshan
Albatross	Russian protected cruiser	12,209	18	17,000	Captain Sepelrennapp	Port Arthur
Albatross	Russian protected cruiser	10,923	26	15,250	Capt. Zarych	Vladivostok
Albatross	Russian battleship	10,980	16	10,600	Captain Schrenckmühl	Masapo
Albatross	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Nagasaki
Albatross	Russian gunboat	1050	8	1120	Comdr. Guinter	Port Arthur
Albatross	Russian gunboat	6000	27	20,000	Capt. Balz	Port Arthur
Albatross	Russian gunboat	500	9	3500	Comdr. Zagarsky-Flores	Port Arthur
Albatross	Russian cruiser	1250	16	1194	Comdr. Abramoff	Port Arthur
Albatross	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Nagasaki
Albatross	U. S. cruiser	236	—	—	Lieut. E. A. Anderson	Hongkong
Albatross	U. S. gunboat	3213	—	—	Capt. H. A. Mason	Shanghai
Albatross	U. S. gunboat	1150	—	1600	Captain Dumbell	Shanghai
Albatross	U. S. gunboat	140	—	—	Lt.-Comdr. J. Hood	Shanghai
Albatross	U. S. gunboat	1392	8	1988	Comdr. Staunton	Shanghai
Albatross	U. S. flag-ship	11,600	41	10,000	Captain R. M. Berry	Kobe
Albatross	U. S. monitor	3590	6	3000	Captain Mahan	Shanghai
Albatross	U. S. monitor	1470	6	850	Comdr. Mahan	Shanghai
Albatross	U. S. cruiser	2753	4	5241	Comdr. W. H. Beecher	Hongkong
Albatross	U. S. cruiser	2187	20	—	Commander Blockings	Nagasaki
Albatross	U. S. cruiser	16,244	46	—	Captain Barro	Kobe
Albatross	U. S. cruiser	3213	—	—	Captain Barro	Shanghai
Albatross	U. S. gunboat	1050	8	1118	Comdr. Marshall	Shanghai
Albatross	U. S. gunboat	400	—	—	Lieut. L. C. Berolotto	Shanghai
Albatross	U. S. gunboat	1337	8	1294	Commodore U. R. Harris	Shanghai

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LOCAL AND GENERAL.

Notes by the Way.
Mr. Bennett Burleigh, the war correspondent, has gone on to Port Arthur.

General Egerton will take over the Madras command when he leaves Somaliland.

Professor Silvanus P. Thompson says: 'The trail of the financier has been the bane of wireless telegraphy.'

Harmston's Circus (which seldom comes to Hongkong now-a-days) has been doing good business in Rangoon.

The ships *Arramora*, *County of Pembroke*, *San Antonio*, *Two Brothers*, and *Wayfarer* have been wrecked in Algoa Bay.

The steamer *Petchabini* reports passing a capsized junk 10 miles E. N. E. of Waglan lighthouse, 'drifting on the level of the sea.'

The death occurred in Calcutta on the 18th ult. of Mr. Arthur Samuel Lovelock, partner in the firm of Lovelock and Lewis, Chartered Accountants.

Politeness welcomes, so it seems, Our Barrie's quaint vagary, Now when we talk of ocean rhapsodies We call it 'mal de Mary.'

'I'm awfully changed,' remarked the 25 note, as it passed over the sporting-room counter. 'For the worse?' asked a discarded ticket. 'No, for the better.'

On the 18th ult., General Egerton telegraphed from Somaliland that the health of his troops was good. Captain Howard, R.E., however, was dangerously ill.

On 26th ult., the Officer Administering the Government at Singapore (Hon. W. T. Taylor) entertained Sir Henry Blake, and Sir John Keane, A.D.C., at dinner at Government House.

Miss Fanny Stanley, well known in Hongkong a few years ago, is running a comic opera company in Calcutta. The company numbers forty-five artistes, so a Calcutta correspondent says.

The death is announced of Mr. William Milburn, head of the ship-owning firm of Milburn & Co., London and Newcastle, whose vessels of the 'Port' line trade between England and Australia.

The *Singapore Free Press* says: 'Invitations are now being issued for the wedding of Miss Blanche May Murray, daughter of the Hon. the Colonial Engineer, Lt-Colonel A. Murray, V.C., Commandant S.V.C., to Capt. Oswald C. Barrett, 1st Batt. Royal Lancaster Regt. The wedding will take place at St. Andrew's Cathedral on Saturday, Dec. 26, at 3.30 p.m., the reception being held afterwards at 'Chatsworth.'

The *Kokumin* says that 'were it not for the fact that Japan respects peace and has no desire to promote her interests alone at the expense of others, she might address herself once more to the pleasant task of relieving the world of its gross delusion of that Russia is really any more formidable than China was. On the other hand, General Wogack is reported to have told Viceroy Yuan that Japan 'is a small and poor country which cannot do anything. She can be easily beaten in a single engagement.'

Chan Loi Sang, Sergeant Interpreter at the Central Police Station, appeared before Mr. T. Sorombe Smith at the Magistrate's court on a charge of accepting a bribe of \$5 from Ngai Tin, of 96 Bonham Strand. Defendant was arrested by Chief Detective Inspector Hanson just as he took the \$5 from Ngai Tin. In defence, Chan Loi Sang submitted that he did not take the money as a bribe, but that it was given him as a reward. A remand was made until to-morrow, bail in \$250 being allowed.

Twenty-four griffins, which arrived from Shanghai by the *Chongyang*, were drawn as follows:—Mr. D. E. Brown, Mr. John Paterson, Mr. Bonner, Mr. Johnstone, Mr. Harston, Mr. Mody, Mr. Phillips, Mr. Dickson, Mr. Lewis, Mr. Macdonald, Mr. Babington, Mr. Marshall, Messrs Mitchell and Nicolle, Mr. Bank, Mr. Lamert, Dr. Atkinson, Mr. Walker, Captain Risch, Mr. Dominich, Mr. Buck, Lieut. Smith, R.A., Mr. Apear, Mr. Dorabjee, Mr. Wibel.

[The griffins are said to be a very good lot so far as appearance goes.]

A Smart Capture.

While Detective Willden was on duty patrolling the harbour in a sampans on Dec. 8, he saw a number of men transferring coal from one junk to another. Being suspicious he approached them, but when they were aware of his presence they dived overboard and tried to escape. Detective Willden, however, captured six of them, and charged them with stealing the coal. It was subsequently found that the coal belonged to the Mitsui Bussan Kaisha, and the men were charged at the Magistrate's court to-day before Mr. T. Sorombe Smith. Four of the men were charged with larceny, while the remaining two were charged with receiving. The case was not concluded when we left the Court.

LOCAL AND GENERAL.

Death of British Officers.
A London telegram, dated 20th ult., reports:—The death is announced in Somaliland of Captain Harward Royal Engineers, of dysentery, and also of Lieutenant Luard, West Kents, of enteric fever.

The Army Cup at Lucknow.
The race for the Army Cup was run at Lucknow on the 28th ult., and finished in the following order:—

Active 1
Peninsular 2
Titus 3
Modesty 4
Won by half a length; a head divided second and third; and half a length the third and fourth.

The betting was 6 to 4 on Titus; 5 to 1 against Scatterdash; 6 to 1 against Peninsular; 8 to 1 against St. Gris; and 10 to 1 against Active, Huddal, and Modesty.

Yachting.
There will be a yacht race (ladies steering) on Saturday, 12th inst., for a cup presented by Colonel L. F. Brown, R.E., over the following course:—Start off Police Pier, at 3 p.m., round North Fairway Bay and Mark-bank to the north of Kellett Bank (both of starboard), finishing off the South Pier at Stonecutters.

The following are the handicaps:—Dionce, Vernon, Aileen and Elsie give Allank (2 mins), Erica, Bonito, Kathleen, Colleen and Min (3), Iris, Chanticleer and Gloria (4), Dorcen and Maid Marian (5), Payno (6), and Mist (8).

The Plague in India.
The plague mortality in India during week ending 14th November rose to 18,360 deaths against 17,006 in the preceding week and 39,441 in the corresponding period of last year. The detailed figures are Bombay City 55, Bombay Presidency 10,285 Kanachi 7, Madras Presidency 242, Calcutta 16, Bengal 469, the United Provinces 1,210, the Punjab 1,021, the Central Provinces 2,490, Mysore 622, Hyderabad States 962, Rajputana 16, Central India 942, and Kashmir 17. The North West Frontier Province and Baluchistan are free from plague.

Sir Henry Blake at Penang.
Says the *Straits Echo* of Nov. 30:—

Amongst the passengers passing through Penang by the *Malta* on Saturday were Sir Henry and Lady Blake who are proceeding to Ceylon, where Sir Henry takes over the reins of government. One would naturally have supposed that a Colonial Governor would have been met by some official, but Sir Henry was met by Capt. MacIntyre, the Harbour Master, of all our numerous officials, was there to receive the distinguished passenger, and Sir Henry and Lady Blake saw what they wished to of Penang from a humble public kitchen. It may not have been the particular duty of any official to have received them, but however that may be we think the 'chilly reception' does Penang little credit.

Prohibition against Hongkong Wares.

Mr. F. J. Haver Droeze, Consul General for the Netherlands, forwards us the following for publication:—I have the honour to inform you that the Governor of Netherlands-India has decreed that all ships or vessels arriving from Hongkong, or having called at this port, are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily of animal refuse, claws and hooves, animal or human hair and bristles, hides, which are untreated and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. To import from Hongkong into Netherlands-India (teapery and used embroidery, unless they are transported as personal baggage or in consequence of change of residence, is also temporarily prohibited.

Fire in Hollywood Road.

At about twenty minutes past eleven this morning a report was received at the Central Police Station that a fire had broken out in a house situated at 197 Hollywood Road. The brigade at once turned out with the hydrants, and were on the scene in very quick time. The building was found to be blazing fiercely, and the adjoining houses were lit by the flames and one of them was just alight. The firemen, assisted by the police, soon put these houses out of danger, by playing the hoses on them, and then devoted their attention to saving a portion of the burning building. The building, which is a three storied one, was well alight on the two upper floors, and from the outset it was seen that there was little chance of saving these floors. By degrees the firemen secured a mastery over the fire and before a quarter to one the fire was completely vanquished.

The extent of the damage is as yet unknown, as the two top floors were used as a dwelling house, and the amount of the value of the furniture, etc., has not been ascertained. The ground floor which was used as a medicine shop suffered severely from water, but the shop was prevented from reaching it. The contents are insured for about \$3000. There was a good flow of water at hand, so that no difficulty was experienced in keeping a good stream playing on the fire. The brigade was under the direction of Chief Inspector Baker and Capt. P. W. Lysons, and did excellent service. No lives were lost, and a considerable amount of the clothing, etc., was saved by being carried into the street.

LOCAL AND GENERAL.

Dust.
The dust of ages is often spoken of, but on the press table and jury box in the Summary Jurisdiction Court this morning the dust of several ages was accumulated. On several occasions, in fact, on almost every occasion on which the Court has sat in the Summary Court, it has been the same, and it seems as though it is likely to continue.

Army News.
The following military posting is ordered:—Captain Becher, 8th Lanciers, to Somaliland to the charge of the 54th Camel Corps. Major Henesse, 6th Dragoon Guards, is permitted to retire; and Lieutenants E. Fitzgibbon, R.A., and Holloway, 3rd Hussars, to resign their commissions.

'The Importance of Being Earnest'.
To-morrow night the Amateur Dramatic Company will make their second appearance this season in comedy in 'The Importance of Being Earnest'. All concerned have been engaged in close study and frequent rehearsal, and the result should be a production which will equal, if it does not eclipse, their efforts in 'Lord and Lady Algy'.

Death of a Bishop.
We are indebted to His Lordship the Bishop of Victoria for the information that he has received a telegram announcing the death, at Hankow, on Monday, the 7th inst., of Bishop Ingle, of the American Episcopal Church Mission. The deceased prelate was consecrated in the early part of last year, and was quite well and hearty at the conference of Anglican Bishops held in Shanghai in October last.

Trotting Record.
Some little time ago considerable interest was manifested in a trot against time by Low Dillon, the trotter owned by the Chicago Millionaire, Billings. The result was that the mile was cut out in two minutes—a grand performance. Quite recently Major Dolmar, owned by E. E. Smathers, New York, equalled the record, and now Crescens, another American horse, has further lowered the world's record by trotting a mile on the 19th of October at Wichita, Kansas, in 1 min. 59 1/2 secs., that being a world's record.

Contract Labour in the Philippines.

At last the merchants in the Philippines have risen against the unjust Contract Labour Law enforced there recently by Collector Shuster. According to the *Manila Advertiser* a memorial and petition has been presented to Governor Taft by 'our unrepresented and distressed' petitioners, the amendment of the Contract Labor Law. The petition is addressed to the Senate and House of Representatives of the United States, through the medium of the United States Philippine Commission, and briefly prays that a corps of class of skilled employees, competent to discharge the duties of accountants, stenographers, clerks, etc., be legally admitted into the Philippine Islands. The petition may be considered a natural result of the arbitrary ruling of Collector of Customs Shuster in the Allen case which has since been supported by the Supreme Court. The petition was presented to Governor Taft last Tuesday (Dec. 3) by a committee consisting of the following gentlemen:—

H. D. C. Jones, of the Hongkong and Shanghai Banking Corporation; T. E. Samson, of the Chartered Bank; Dr. Dittman, of Behn Meyer and Company; D. S. Alcedo, of Macleod and Company; and F. S. Jones, of Smith, Bell and Company.

Decorations for Transport Work.
The King received in the grounds of Buckingham Palace on 14th November, 143 officers of various ranks connected with the Transport Service, and conferred upon them the Special Transport medal, which was instituted by His Majesty in 1902 for officers of the mercantile marine, in recognition of the efficiency with which the transport of the troops by sea was carried out during the South African and China Wars. Amongst these present were:—Rear-Admiral Sir E. Chichester, Bart., C.B., C.M.G., Capt. J. B. Eustace, R.N., late Principal Transport Officer, North China, Mr. W. Keswick, M.P., and Sir Thomas Sutherland. Below are the names of the officers of the P. and O. Steam Navigation Company upon whom the medals were bestowed:—Commander C. F. Preston, R.N.R., captain; O. L. W. Field; Lieut. C. T. Denny, R.N.R., captain; Commander S. de H. Lookyer, R.N.R., captain; Lieut. C. D. Bennett, R.N.R., captain; Lieut. F. B. S. Notley, R.N.R., chief officer; Mr. E. E. Shone, chief officer (Sub-Lieut. A. B. Garwood, R.N.R., chief officer; Lieut. H. E. Kilcat, R.N.R., chief officer; Mr. R. Doust, chief engineer; Mr. A. Mackie, chief engineer; Mr. H. G. Galt, second officer; Mr. T. H. Acton, second officer; Sub-Lieut. C. Brooks, R.N.R., second officer; Sub-Lieut. R. M. M. Collyer, R.N.R., second officer; Lieut. T. W. Bennett, R.N.R., second officer; Engineer P. M. Kell, R.N.R., third engineer; Dr. W. Meade, Dr. H. A. Gunther, Dr. J. G. MacLennan, Mr. L. H. Insell, purser.

Best Treatment.

INFLUENZA is always more or less prevalent at this season of the year. This disease is very similar to a severe cold, and if allowed to take its course is liable to cause serious results. The best treatment for influenza is to avoid exposure and take Chamberlain's Cough Remedy. This medicine gives immediate relief and if used as directed, will ward off all dangerous consequences. It leaves the system in a natural and healthy condition. It always cures and cures quickly. For sale by all chemists and medicine vendors. WATSON'S Ltd., General Agents.

TELEGRAMS.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY DEUTER, FIG BOMBAY.

GREEK STEAMERS COLLIDE.

FIFTY PERSONS SUCCUMB.
LONDON, December 9.

A serious collision has taken place between the two Greek steamers *Asios* and *Pylaros* at Athens.

The bows of the *Pylaros*, where were situated the second-class cabins, were crushed to such an extent that the cabins were completely smashed and soon flooded by the extensive inrush of water.

Of the second class passengers who were in the cabins fifty were either drowned or killed.

[According to Lloyd's Register the *Asios* is a steel screw steamer of 400 tons and was built in 1888 by J. Elder and Co. for the Ionian Navigation Company. She has a length of 235 feet, breadth of 25 feet, and depth of 13 feet. The *Pylaros* is an iron twin-screw steamer of 310 tons. She was built in 1864 by Baumgarten and Burnmaster and is owned by N. M. Athanassoulis. Her length is 181 feet, her breadth 20 feet and her depth 10 feet.—E.C. M.]

[DEUTER'S SERVICE.]

THE 'UNDESIRABLE ALIEN' QUESTION.

LONDON, December 8.
Mr. Aker Douglas, speaking at Shortditch, said it would be irregular to anticipate any announcement in the King's Speech to Parliament. All he would do was to give assurances that the question of undesirable aliens was receiving the very careful consideration of the Government which had every desire to find a speedy remedy.

FIRE ON BOARD H.M.S. 'HERMES'.

A fire has occurred on board of H.M.S. *Hermes* in Devonport Dockyard, which Admiral Henderson with a strong brigade extinguished. The shell-rooms were endangered and were flooded to prevent an explosion.

RUSSIA AND JAPAN.

According to a report in St. Petersburg, Count Lamsdorff was expected yesterday, to submit to the Tsar the Russian reply to Japan which is expected at Tokio any moment.

HIS NUMBER SIX!

[It is notified in the *Gazette* that in pursuance of His Majesty's pleasure the gold-braided blue evening waistcoat for officers of the Royal Navy has been abolished, and a plain blue evening waistcoat has been substituted for it. Naval officers are to wear: With No. 6 ('mess dress'), the white evening waistcoat already worn only with No. 2 ('hall dress') and with No. 9 ('white mess dress') when the kammband is not worn; with No. 7 ('mess undress'), the plain blue evening waistcoat, which is also to be worn with No. 10 ('white mess undress') when the kammband is not worn. Both white and blue evening waistcoats are in future to be made with a plain roll-collared; officers may wear the present pattern white waistcoat and the blue waistcoat with the gold braid removed until new ones are required.—Daily Paper.]

Says Jack to Bill: 'I'm in a fix— I've lost my master's Number six.'

Says Bill to Jack: 'What you must do is serve him out his number two.'

Says Jack to Bill: 'His number nine. He wears when in the Mess he'll din.'

Says Bill to Jack: 'He does so when He doesn't want his number ten.'

CORRESPONDENCE.

MISSIONARIES AND THE CHINESE.

To the Editor of the 'CHINA MAIL.'

HONGKONG, December 9.

Sir,—It is interesting to know that the educated Chinese think of this missionary question. Some time ago, a Chinese friend of mine asked a missionary the following question:—'Do you believe that all who do not believe in your God, Jesus Christ, when they die go to hell?'

The missionary, who was a fair-minded man (for a missionary), said:—'Oh, no! certainly not. It would be most unjust. It is only those who hear of His name and then do not believe who will be condemned to eternal punishment.'

The Chinaman then said:—'Oh, then, if you never came out here at all and my countrymen never heard anything about this business then they would go to heaven! But by your coming you simply condemn a whole lot of people to hell! What do you come for? Why don't you stay at home and leave my countrymen in peace and give them a chance?'

There may be an answer to this, but I don't see any. I think the extenuating circumstances mentioned by Mr. Hardy in a letter to one of your morning contemporaries consists of the medical missionary. The medical missionaries undoubtedly do a lot of good. The missionary out here begins in the wrong way. Soup is the first thing required—soup and scolding brushes.

When I was in an English man-of-war many years ago, once a month, the doctor's mate used to pipe: 'Up soap and religious books! I don't mean that kind of soap. Before you can make a man decent, you must scrub him.—Yours, T. E. C.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LONDON, OHLITO, LONDON, LIVERPOOL, GLASGOW, THIRTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Arcturion*, Capt. FOMER, 24th December, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Nürnberg*, Capt. JABUR, 25th December, 1903. Freight.

FOR NEW YORK, via SUEZ.

About end of December, or beginning of January.

S.S. *Nubia*, Capt. VON HOFF, 1st January, 1904. Freight & Passengers.

FOR ROTTERDAM AND HAMBURG.

CALLING AT SINGAPORE.

S.S. *Seydlitz*, Capt. DEISAT, 1st January, 1904. Freight & Passengers.

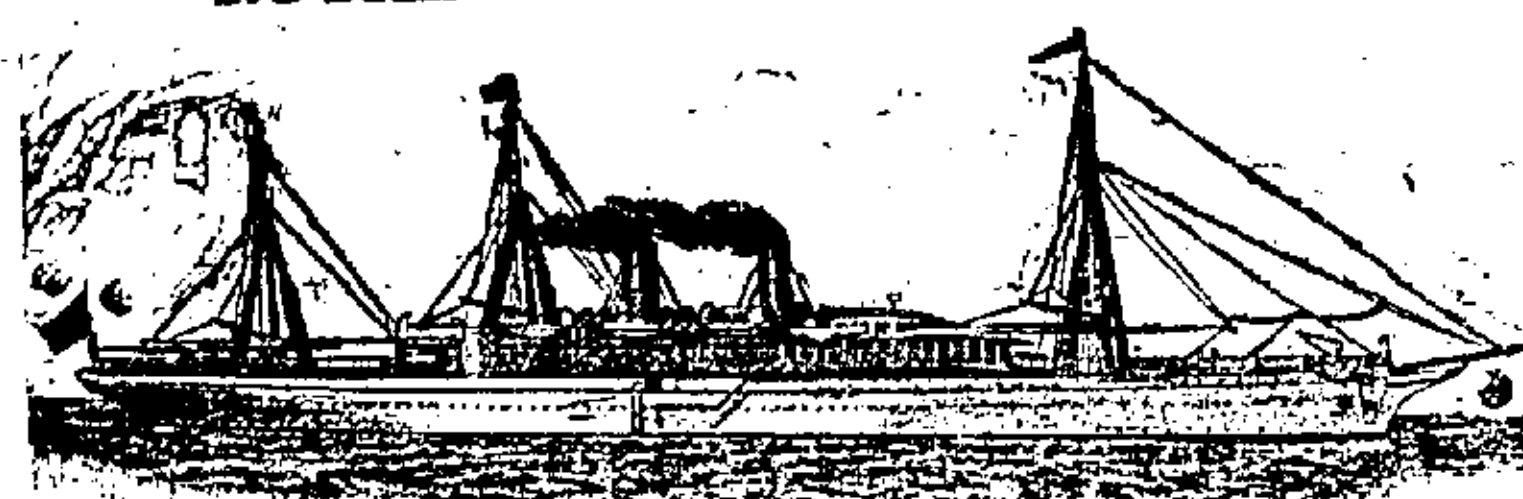
FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Ambrisa*, Capt. DUCKSTEIN, 10th January, 1904. Freight.

For further particulars, apply to

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Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
via CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. *EMPEROR OF JAPAN* 6000 Tons WEDNESDAY, Dec. 16, 1903.
R.M.S. *EMPEROR OF CHINA* 6000 Tons WEDNESDAY, Jan. 13, 1904.
R.M.S. *ATHENIAN* 3882 Tons WEDNESDAY, Jan. 27.
R.M.S. *EMPEROR OF INDIA* 6000 Tons WEDNESDAY, Feb. 10.
R.M.S. *TARTAR* 4425 Tons WEDNESDAY, Feb. 24.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons WEDNESDAY, Mar. 9.
R.M.S. *EMPEROR OF CHINA* 6000 Tons WEDNESDAY, Mar. 30.
R.M.S. *EMPEROR OF INDIA* 6000 Tons WEDNESDAY, April 20.
R.M.S. *ATHENIAN* 3882 Tons WEDNESDAY, April 27.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons WEDNESDAY, May 11.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving connection at Vancouver with the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. These connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information: Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

Hongkong, October 21, 1903. PERDER STREET, 1112

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON,

RELATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.

INDRASAMHA 5197 W. E. Craven December 14, 1903
INDRAVELLI 4899 R. P. Craven January 14, 1904
INDRAPURA 4899 A. E. Hollingsworth February 13, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, November 16, 1903.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers.	Destinations.	Sailing Dates.
KAWACHI MARU, H. FRASER,	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 12th Dec., at Daylight.
TOSA MARU, A. CHRISTENSEN,	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 15th Dec., at 4 p.m.
HAJATA MARU, F. L. SOMMER,	KOBÉ and YOKOHAMA.	FRIDAY, 18th Dec., Daylight.
KAGOSHIMA MARU, K. KOI,	MOJI, KOBÉ and YOKOHAMA.	FRIDAY, 25th Dec., at Noon.
HINO MARU, F. DAVIES,	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 26th Dec., at Daylight.
HIROSHIMA MARU, J. NAGAO,	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 29th Dec., at Noon.
KAGA MARU, N. OMO,	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 29th Dec., at 4 p.m.
KASUGA MARU, W. SCOTT HUNTER,	NAGASAKI, KOBÉ and YOKOHAMA.	WEDNESDAY, Dec. 30, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, December 8, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	YANGTZE	13th December.
GLASGOW AND LIVERPOOL	TYDEUS	29th December.
GLASGOW AND LIVERPOOL	NESTOR	1st January.
GLASGOW AND LIVERPOOL	KEENUN	8th January.

The S.S. YANGTZE left Singapore on 7th inst., and is due here on 13th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* LIVERPOOL	ACHILLE	19th December.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	22nd December.
MARSEILLES, LONDON & ANTWERP	DARDANUS	5th January.
MARSEILLES, LONDON & ANTWERP	YANGTZE	19th January.
* LIVERPOOL	DIOMED	22nd January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'OL, KOBÉ & YOKOHAMA.	TYDEUS	1st January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 8, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
KOBÉ	CHINGTU	12th December.
SHANGHAI AND CHINKIANG	PAHROI	14th December.
ILIOLO	WILHELM	15th December.
MANILA	KAIPOSE	16th December.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	30th December.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, December 10, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Sailing Dates, 1903.

KONIG ALBERT

WEDNESDAY, 23rd Dec. 1904.

KIAUTSCHOU

WEDNESDAY, 6th Jan.

SACHSEN

WEDNESDAY, 20th Jan.

BAYERN

WEDNESDAY, 3rd Feb.

GERA

WEDNESDAY, 17th Feb.

SEYDLITZ

WEDNESDAY, 2nd Mar.

PREUSSEN

WEDNESDAY, 16th Mar.

ROON

WEDNESDAY, 30th Mar.

HAMBURG

WEDNESDAY, 13th April.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of December, 1903, at Noon, the Steamship

KONIG ALBERT, of the NORDDEUTSCHER LLOYD, Captain C. POLACK, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port, as above,

Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 21st December, Cargo

and Specie will be received on Board until 5 p.m., on TUESDAY, the 22nd December,

and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 22nd

December.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1947

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

via SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
TREMONT	9806	T. W. Garlick	December 19.
VICTORIA	3962	J. Truebridge	December 30.
LYRA	4417	J. V. William	January 21.
OLYMPIA	2837	A. Dixon	February 12.
SHAWMUT	9806	W. M. Smith	February 20.

* Have no second class accommodation. † Cargo only. ‡ Not calling at Shanghai.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9806 tons | Capt. W. M. Smith | About 28th January.

S.S. TREMONT 9806 tons | Capt. T. W. Garlick | About 3rd March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDRESS.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior accommodation for First and Second Class Passengers. There are 12 of these vessels assured cleanliness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, December 7, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named:—

FOR

STEAMERS

TO SAIL ON

REMARKS.

LONDON & ANTWERP, via

SPORE, PANG, CL'BO, PORT

SAID & MALTA

YAMA, via SHAI, MOJI & KOBÉ (passing through the

INLAND SEA)

SHANGHAI

LONDON & ...

For further Particulars, apply to

P. & O. S. N. Co.'s Office,

Hongkong, December 9, 1903.

E. A. HEWETT, Superintendent.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon and cabins

Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrange-

ments for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.

Tons.

Captains.

For

Sailing Dates.

RUBI

ZAFIRO

FERLA

Manila Direct Dec. 12, at 10 a.m.

Manila Direct Dec. 19, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, December 7, 1903.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS

LEAVING

ANPING, via SWATOW

AND AMOY

FOOCHOW, via SWATOW

AND AMOY

TAMUI, via SWATOW,

AND AMOY

TAMUI, via SWATOW

AND AMOY

T. OATA,

DAIJI MARU,

T. W. GROVE,

SATURDAY, 12th

TUESDAY, 15th

WEDNESDAY,

TUESDAY, 22nd

The Co.'s Steamers are specially designed for the coast trade of South

China and Formosa, and are fitted with all modern improvements. Excellent accom-

modation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo

to Yangtze River Ports, as well as for North China Ports, in connection with the

Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch

Office, at No. 8, Des Vaux Road, Central.

T. ARIMA, Manager.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via Ports and Suez Canal.
(With Liberty to Call at Philippine Ports)
Proposed Sailings from Hongkong:
To Suez 1903.
10. WITHER CASTLE, about Dec. 24.
11. SIKU, Dec. 24.
1904.
SAGAMI, Jan. 5.
LENNON, Jan. 15.
AFRIDI, Jan. 27.
For freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, December 4, 1903. 110

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship EASTERN.
Captain W. Ellis will be despatched on above on WEDNESDAY, the 10th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the members of the Company have electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, December 5, 1903. 2452



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship BALLARAT, Captain C. R. Longene, carrying His Majesty's Mail, will be despatched from HONGKONG, on SATURDAY, the 19th December, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuable Goods for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via India.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, December 7, 1903. 2462

THE AMERICAN ASIATIC STEAMSHIP CO.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship HIMER, Captain L. M. Harris, will be despatched for the above Ports on or about MONDAY, 21st December.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, December 2, 1903. 2318

SHIRE LINE STEAMSHIP COMPANY.

FOR LONDON AND HAMBURG.
THE Company's Steamship Captain J. M. Harris, will be despatched for the above Ports on or about MONDAY, 28th December.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, December 7, 1903. 2461

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship Glenary, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 14th inst. will be subject to rent.
No Fire Insurance will be effected.
All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, December 7, 1903. 2460

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP INDRAMHA.

FROM PORTLAND (OR), YOKOHAMA, KORE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignment, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, December 9, 1903. 2471

Notices to Consignees.

BEN LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP BENLOMOND.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, December 7, 1903. 2455

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SIMLA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:
From London &c., ex s.s. Victoria.
From Calcutta, ex s.s. Savindra.
From Persian Gulf &c., ex s.s. B.I.S.N. and D. & P.S.N. Co.'s steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. today.
Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, December 7, 1903. 2462

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.
Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,750,000
Fire Funds £2,897,215 14 10

HAVING BEEN appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & CO., Agents.

HONGKONG, JUNE 20, 1903. 1537

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against Fire at Current Rates.

HOLLAND CHINA TRADING CO.

HONGKONG, NOVEMBER 28, 1903. 738

Intimations.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

HONGKONG, MARCH 14, 1903. 563

MARTIN'S APOLLO STEEL PILES.

Don't Cough.

Don't Cough.

Don't Cough.

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

THE WORST COUGH.

THE WORST COUGH.

THE WORST COUGH.

WASHING BOOKS.

WASHING BOOKS.

WASHING BOOKS.

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WASHING BOOKS.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL, £1,000,000.
PAID-UP CAPITAL, £324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.
CHAN KIT SHAN, Esq., J. SCOTT HARTSON, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq.

Interest for 12 months fixed at 5%.
Hongkong, May 19, 1903. 117

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £1,120,000.
PAID-UP CAPITAL, £652,500.
RESERVE FUND, £60,000.

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS
at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:
For 12 months, 4%
" 6 months, 3%
" 3 months, 2%
" 1 month, 1%
E. W. RUTTER,
Manager.
Hongkong, May 25, 1903. 234

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED, Yen 24,000,000.
CAPITAL PAID-UP, Yen 18,000,000.
CAPITAL UNPAID, Yen 6,000,000.
RESERVE FUND, Yen 2,100,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
TOKYO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, PEKING.

LONDON BANKERS:
The London Joint Stock Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.
TARO HODSUMI,
Manager.
Hongkong, September 11, 1903. 589

GUARANTY TRUST COMPANY OF NEW YORK.

ESTABLISHED 1864.

PAID-UP CAPITAL, U.S. \$25,000,000 Gold.
RESERVE FUND, U.S. \$1,180,000 Gold.

HEAD OFFICE—NEW YORK.

LONDON OFFICE:
33 & 35 Lombard Street E.C.

F. O. BIERER, Manager Eastern Dept.

LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.
On Current Accounts at 2% per annum.

On Fixed Deposits:
for 3 months 2% per annum.
" 6 months 3%
" 12 months 4%
" 18 months 5%
" 24 months 6%
" 30 months 7%
" 36 months 8%
" 42 months 9%
" 48 months 10%
" 54 months 11%
" 60 months 12%
" 66 months 13%
" 72 months 14%
" 78 months 15%
" 84 months 16%
" 90 months 17%
" 96 months 18%
" 102 months 19%
" 108 months 20%
" 114 months 21%
" 120 months 22%
" 126 months 23%
" 132 months 24%
" 138 months 25%
" 144 months 26%
" 150 months 27%
" 156 months 28%
" 162 months 29%
" 168 months 30%
" 174 months 31%
" 180 months 32%
" 186 months 33%
" 192 months 34%
" 198 months 35%
" 204 months 36%
" 210 months 37%
" 216 months 38%
" 222 months 39%
" 228 months 40%
" 234 months 41%
" 240 months 42%
" 246 months 43%
" 252 months 44%
" 258 months 45%
" 264 months 46%
" 270 months 47%
" 276 months 48%
" 282 months 49%
" 288 months 50%
" 294 months 51%
" 300 months 52%
" 306 months 53%
" 312 months 54%
" 318 months 55%
" 324 months 56%
" 330 months 57%
" 336 months 58%
" 342 months 59%
" 348 months 60%
" 354 months 61%
" 360 months 62%
" 366 months 63%
" 372 months 64%
" 378 months 65%
" 384 months 66%
" 390 months 67%
" 396 months 68%
" 402 months 69%
" 408 months 70%
" 414 months 71%
" 420 months 72%
" 426 months 73%
" 432 months 74%
" 438 months 75%
" 444 months 76%
" 450 months 77%
" 456 months 78%
" 462 months 79%
" 468 months 80%
" 474 months 81%
" 480 months 82%
" 486 months 83%
" 492 months 84%
" 498 months 85%
" 504 months 86%
" 510 months 87%
" 516 months 88%
" 522 months 89%
" 528 months 90%
" 534 months 91%
" 540 months 92%
" 546 months 93%
" 552 months 94%
" 558 months 95%
" 564 months 96%
" 570 months 97%
" 576 months 98%
" 582 months 99%
" 588 months 100%
" 594 months 101%
" 600 months 102%
" 606 months 103%
" 612 months 104%
" 618 months 105%
" 624 months 106%
" 630 months 107%
" 636 months 108%
" 642 months 109%
" 648 months 110%
" 654 months 111%
" 660 months 112%
" 666 months 113%
" 672 months 114%
" 678 months 115%
" 684 months 116%
" 690 months 117%
" 696 months 118%
" 702 months 119%
" 708 months 120%
" 714 months 121%
" 720 months 122%
" 726 months 123%
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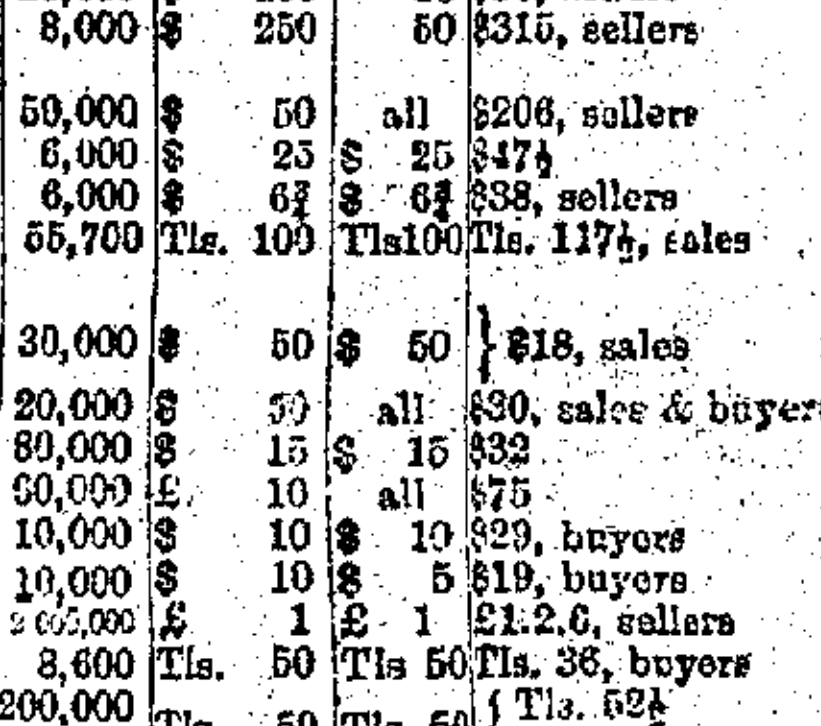
SHIPPING.

Merchant Vessels in Hongkong Harbour.

Vessels Advertised as Loading.

	Agents.	Date	Leaves
	Jardine, Matheson & Co.	Dec. 14, at 4	
	Melchers & Co.	December 25.	
(e)	Hamburg-Am'ka Linie	January 6.	
	Nippon Yusen Kaisha.	Dec. 29, at No.	
	Hamburg-Am'ka Linie.	Dec. 11, at 5	
	Hamburg-Am'ka Linie.	December 24.	
	Hamburg-Am'ka Linie.	December 23.	
	Butterfield & Swire.	December 12.	
	Butterfield & Swire.	December 12.	
	Nippon Yusen Kaisha.	Dec. 18, Day	
	Butterfield & Swire.	December 29.	
	P. & O. S. N. Co.	December 24.	
	P. & O. S. N. Co.	Dec. 19, at No.	
	Shewan, Tomes & Co.	About Dec. 28.	
	Yoko Kisen Kaisha.	Dec. 11 at 11.	
	Shewan, Tomes & Co.	Dec. 12, at 10	
	Shewan, Tomes & Co.	Dec. 10, at 10	
	Jardine Matheson & Co.	Dec. 11, at 4	
	Dodwell & Co., Limited	About January	
	Butterfield & Swire.	December 10.	
(e)	Messageries Maritimes	Dec. 15, at 1	
	Gibb, Livingston & Co.	Dec. 16, at 1	
	Butterfield & Swire.	December 30.	
	Nippon Yusen Kaisha.	Dec. 19, Day	
(e)	Nippon Yusen Kaisha.	Dec. 56, at 1	
	Nippon Yusen Kaisha.	Dec. 26, Day	
	Butterfield & Swire.	December 22.	
	Butterfield & Swire.	January 6.	
(s)	Shewan, Tomes & Co.	About Dec. 25.	
	Shewan, Tomes & Co.	About Dec. 25.	
	Hamburg-Am'ka Linie	About end of	
	McGregor Bros. & Co.	December 16.	
(s)	Nippon Yusen Kaisha.	Dec. 30, at 1	
	P. & O. S. N. Co.	About Dec.	
	Messageries Maritimes	About Dec. 14.	
	Messageries Maritimes	December 11.	
	Portland & Asiatic S. Co.	About Dec.	
	China-Hand Trading Co.	second half	
	Sander, Wieler & Co.	December 19.	
(s)	Oaka Shosen Kaisha.	December 12.	
(s)	Canadian Pacific	December 15.	
	Oaka Shosen Kaisha.	December 16.	
	Oaka Shosen Kaisha.	December 16.	
	Oaka Shosen Kaisha.	December 25.	
	Douglas Lapaik & Co.	Dec. 11, at 2	
	Nippon Yusen Kaisha.	Dec. 16, at 2	
(s)	Canadian P'fic Co.	Dec. 16, at 2	
(s)	Canadian P'fic Co.	Dec. 16, at 2	
	Canada & Co., Limited	December 13.	
	Dodwell & Co., Limited	December 30.	
	Nippon Yusen Kaisha.	Dec. 29, at 2	
	Hamburg-Am'ka Linie	Dec. 14, at 2	
	P. & O. S. N. Co.	About Dec.	
	Sander, Wieler & Co.	December 1	

Shares.	Rate.	Up.	Cost.
80,000	£ 125	a ¹	\$675, buyers London, £64
19,970	£ 120	£ 8	\$30, buyers
28,955	£ 10	£ 8	\$30, buyers
750	£ 1	£ 1	\$10
10,000	£ 250	£ 50	\$175
24,000	£ 83.33	£ 25	\$67, ex div., seller
5,000	£ 100	£ 25	Tls. 220
10,000	£ 250	£ 170	\$490, sales
8,000	£ 100	£ 87	\$135



20,000	\$	100	a	\$105, sales
7,000	\$	100	n	\$10, sellers
7,090	\$	60	T	\$10, 60
30,000	\$	50	n	\$92, buyers
20,100	\$	100	T	\$100, \$100, buyers
50,000	\$	100	100	\$151, sales
33,000	\$	75	T	\$100, \$100, buyers
6,900	\$	60	30	\$35
3,764	\$	25	T	\$100, \$100, buyers
100,000	\$	10	all	\$11, sales & buyers
12,500	\$	50	\$	\$52, sales
1,250	\$	100	all	\$320, sellers
60,000	\$	5	\$	550, sales, 5, sellers
30,000	\$	11	\$	\$1, 50, 5, sellers
30,000	\$	1	all	20 cents
10,000	Fcs.	250	all	\$600, sellers
200,000	\$	1	18/10	15, sellers
12,000	\$	50	all	\$147, buyers
2,000	T.	60	T	\$100, \$100, buyers
30,000	\$	25	\$	\$28, buyers
60,000	\$	10	all	\$141, ex div.
10,000	\$	10	\$	\$71, sales
7,000	\$	10	all	\$140, buyers
8,000	T	50	T	\$100, \$100
30,000	\$	10	\$	\$121, sales
30,000	\$	10	\$	\$68
50,000	\$	10	\$	\$10, 10, buyers
20,000	\$	50	\$	\$515
8,004	\$	12/5	12/5	\$5, sellers
100,000	\$	10	\$	\$50, buyers
100,000	\$	10	\$	\$210, buyers
6,000	\$	50	\$	\$340
7,000	\$	10	\$	\$167, buyers
10,000	\$	75	all	\$104, buyers
5,000	\$	25	all	\$245, buyers
7,200	\$	20	\$	\$100, \$100
20,000	\$	50	\$	5 nominal
10,000	\$	50	all	\$145, sellers
1500	\$	10	\$	\$10, sales & buyers
17,500	\$	10	T	\$100, \$100, sales
10,000	\$	75	T	\$100, \$100, sales
8,000	\$	100	T	\$100, \$100, sales
3,000	\$	600	T	\$100, \$100, sales
50,000	\$	10	\$	\$10, 10, sales
60,000	\$	12	\$	\$10, 10, buyers
20,000	\$	25	\$	\$20, 20, buyers
1,500	\$	10	\$	\$10, 10, buyers
12,000	\$	10	\$	\$10, 10, sales & buyers
1,200	\$	50	\$	\$50, Nominal
70,000	\$	10	\$	\$10, Nominal
20,000	\$	50	\$	\$15, sellers
300	\$	500	\$	\$10, 10, buyers

Value.	Interest	Quotation
£1000s. 95/7	% p. annuo. Par.	
VERNON and SMYTH, Share Brokers		
s. H. REID, No. 5 Wyndham Street, Hong Kong		